

## DUAL STATE BOARD OFFERS SOLUTION IN PORT PROBLEM

Cost of Freight Carrying and Handling Cut by Vast Centralization Plan.

LINKS RAIL AND SHIP Great Underground Automatic Electric System Is Proposed.

WILL BENEFIT 14,000,000

Scheme to Bridge Hudson Is Called Impracticable—Double Tunnels Part of Move.

After more than three years of study the New York-New Jersey Port and Harbor Development Commission has evolved a plan of freight transportation and freight handling within the great port district which, the commissioners are confident, will reduce the cost of doing business at the port, reduce the cost of living to the consumer and permit business to grow in an orderly and progressive way.

The intricate details of the plan are based upon the fundamental recommendations for the creation of a unified port district, and a continuing port authority with broad powers and jurisdiction over the entire port district by means of a compact between the State of New York and New Jersey, under the approval of the Federal Government. The entire freight receiving, freight handling and freight transportation system within the port district, and necessarily connected with the operations of twelve railroads and the steamship companies, is dealt with as a whole, each part being considered in practical relationship to the whole.

### Reorganization of Terminals.

The plan involves a complete reorganization of the railroad terminal facilities of the port by means of the creation of a sweeping exterior belt line to tie up the nine railroads coming to the port through New Jersey, belt lines in Staten Island and in Long Island, to link still further the unified system; two double tunnels under the North River and one under Arthur Kill to Staten Island, and a chain of underground freight receiving and distribution stations for the service of all the boroughs of New York city.

The commission states in its report to the Governor of New York and the Governor of New Jersey, made public this morning, that the plan can be worked out without destruction of present capital investments, without disturbing present methods of current business and to the certain removal of congestion, delay and expense.

The backbone of the plan is the new suggestion for an underground automatic-electric freight transportation system, which, it is stated by the commission, would save at least \$14,000,000 yearly in reduced railroad costs, trucking delays and trucking costs, besides effecting many other important benefits.

As outlined by William R. Wilcox, chairman of the commission, and by B. F. Cresson, Jr., chief engineer, the nine railroads on the New Jersey side of the North River are to be tapped by a joint or belt road leading from Piermont, at the break of the Palisades up the Hudson, to a joint yard on the Hackensack meadows. Here incoming freight would be transferred from specially designed platforms to small trucks, which, in turn,

would be hauled by small tractors and placed aboard special automatic electric freight cars a little larger than the ordinary box car, and using the same standard gauge track. These cars would be made up into eight car trains, operated entirely by electric control and forming what would be virtually an endless chain conveyor.

### Automatic Freight Trains.

The eight car automatic electric trains would be sent from the joint freight yard to Manhattan by means of either or both of parallel tracks that pass under the Hudson River to about Forty-seventh street, turn southward far below the surface to avoid the rapid transit subways, and finally return to the joint yard via another set of parallel tunnels near the Battery.

Along the route in Manhattan will be twelve terminals with approach sidings. When a despatcher at the joint yard throws an electric switch the eight car train starts automatically, speeds up to thirteen miles an hour and runs to the desired terminal, on the approach siding of which it automatically comes to rest. Return trains start from forwarding sidings at the terminal when a switch is thrown, proceed to the joint yard and come to rest. The cars then proceed singly to the transfer platforms, the trucks bearing outbound freight are removed and they receive new inbound loads and continue in the cycle.

At the terminals the cars are lifted singly by elevators to platforms at or near the surface, where their loads are discharged and they receive new loads. The platforms are on two levels, to separate inbound and outbound flows. Revenue producing warehouse floors are provided above.

The belt line system the commission recommends includes joint marginal belt lines along most of the navigable waterfronts of the port, serving steamship terminals or industrial developments; and a sweeping exterior belt line in both New Jersey and New York connecting the railroads and their yards and providing thoroughfares, and a line encircling virtually the half of the port district, running from Piermont above the Palisades to Bayonne, Staten Island and Perth Amboy, passing west of Paterson and the Orange Mountains. Connection between the New York and New Jersey systems is proposed first by car ferry across and ultimately by tunnel under the upper bay.

### How Sections Are Served.

Brooklyn and the East River section of Queens are to be served by the Long Island-New York Connecting Railroad from Bay Ridge to Hell Gate, and by marginal lines, not necessarily continuous, but reached by float bridges or by slips, from the Bay Ridge-Hell Gate line, from which spurs are to run to Jamaica Bay and Flushing Bay.

Regional lines are to skirt the Harlem and Hudson rivers in the Bronx from Spuyten Duyvil to Throgs Neck, and other lines are virtually to encircle Staten Island, Yonkers and the communities north are to be served by joint car float stations reached from Piermont.

Existing belt lines are to be improved to serve the Hudson River and upper bay waterfronts in New Jersey. New lines along both sides of Newark Bay and the Hackensack River, the west bank of Arthur Kill and the north bank of the Harlem River are to serve Newark, Jersey City, Bayonne, Elizabeth, Perth Amboy and other communities.

Both sides of the Hudson River are expected to benefit greatly by the belt line system. With the removal of many operations from the railroad terminals in New Jersey and Staten Island, states the commission, the waterfront will become well adapted to steamship piers with direct rail service. The belt lines connecting all of the trunk railroads will stimulate development on both sides of Newark Bay and make the Hackensack meadows available for large industrial developments. The outer belt line beyond the present congested areas will afford great possibilities for industrial developments with direct connection to steamship and Barge Canal terminals.

On the New York side Brooklyn, Long Island City, Flushing Bay, Jamaica Bay, Staten Island, The Bronx and the communities to the north are expected to derive some benefits of universal rail service.

The commission thinks the food distribution problem can effectively be solved by creating food receiving stations at the joint automatic electric



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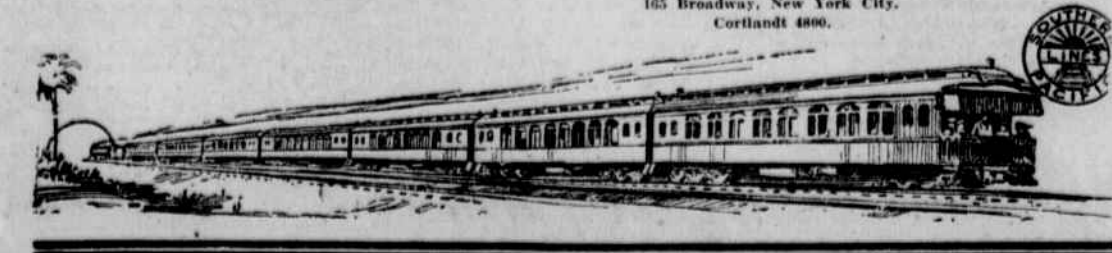
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yards, including dry and cold storage warehouses, sampling rooms and facilities for reconditioning and grading, and establishing at these stations a system of sampling and certification under public direction. Buyers will then find it necessary to see only the samples at the primary market, and their orders can be filled by direct shipment from the receiving stations via the automatic electric system or the belt line railroads. This, the commission believes, will greatly reduce the high cost of living within the port district.

Market structures far better adapted to the business than the old and small buildings of the present market are, and the commission believes, will be built adjoining automatic electric terminals, but the change will be by orderly voluntary action of the dealers and not by forcing them into definitely established quarters.

Reorganization with wider piers and slips and waterfront warehouse facilities, as recommended by the commission, does not conflict with New York city's newly adopted plan for the lower West Side of Manhattan, but extends the principle to waterfront not covered by the city's plan and to the opposite New Jersey shore. The commission's plan permits the removal of the New York Central's tracks from Tenth and Eleventh avenues.

### Some of the Recommendations.

The foregoing is the backbone of the plan, but in furtherance of rational port development, though not as part of the official plan, the commission recommends the following:

Construction of food receiving stations and the creation of terminal markets around stations of the automatic electric system in Manhattan and The Bronx.

Wider piers and slips and more warehouse facilities for Manhattan and other congested waterfronts.

Dredging channels to every part of the port's waterfront and the removal or modification of bridges obstructing the channels.

Suitable highway access to every part of the port's waterfront.

Construction of additional terminals for the New York barge canal.

Wide installation of judiciously selected freight handling machinery.

Creation of lumbering facilities and fuel reserves for steamships.

Erection of grain elevators for joint use of New Jersey railroads and barge canal at a southern terminus of the outer belt line and at Piermont, after completion of the barge canal elevator facilities at Gowanus Bay.

Better authorization for handling building materials.

Zoning of steamship terminals by trade routes as far as practicable.

Establishment of free ports in the port district.

Consolidation of marine equipment and service and the inauguration of voluntary store door delivery by an organized motor truck medium.

In considering the railroad service to and from Manhattan as the most pressing element of the entire port problem, the commission considered many possible ways of improving freight delivery, among them the feasibility of a sugges-

tion for a joint West Side railroad for standard freight car equipment, to be connected with the New Jersey railroad by a bridge over the Hudson River. Investigation convinced the commission that the bridge plan would be economically feasible, and that the cost of the bridge would still be inadequate for present day needs. The automatic electric system, with a capacity of 10,000,000 tons yearly and to cost \$201,790,000, was considered far superior not only to the bridge plan but to all other plans.

The commission observes that the recommendations it submits closely touch the welfare of 8,000,000 people living within the port district, of whom 6,000,000 additional that are contiguous.

### WALSH COMMITTEE CALLS PERLEY MORSE

Will Testify To-day About \$260,000 Schwab Voucher.

The Walsh committee investigating the Shipping Board will resume sessions in the Hotel Pennsylvania at 10 o'clock to-day. Perley Morse, president of Perley Morse & Co., accountants, will be asked to testify concerning the \$260,000 voucher alleged to have been issued for the personal expenses of Charles M. Schwab as chairman of the Shipping Board. He probably will be the first to testify.

The committee returned to the city last night, having been in Washington, where the testimony of Charles M. Schwab, former chairman of the Shipping Board, was taken. Mr. Schwab appeared before the committee on Friday and entered a formal denial of the charge that he received any money for services with the Shipping Board.

The voucher in question was said to have been found when Mr. Morse audited the books of the Bethlehem Shipbuilding Corporation. The total amount of \$100,000 was charged to Government ship construction, it was said.

### FIGHT TO HOLD BONDS.

Labor Council Protests Against Cut in Government Payroll.

The action of the House of Representatives in striking out provisions for the \$240 annual bonus to Government employees receiving \$2,500 or less was protested yesterday by the Central Trades and Labor Council.

It was stated in resolutions that the wartime cost of living still obtains and exorbitant rents still continue to oppress the low paid workers. United States Senators from New York were asked "to do all they could to restore the bonus."

### AMUSEMENTS.

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SAT., at 2, DON CARLOS. Ponnelle, Gordon; Grini, Scott; Fairbanks-Morison.

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MON., at 8, ZAZA. Farrar, Howard; Grini, Scott; Fairbanks-Morison.

WED., at 8:15, LOUISE. Farrar, Beret; Harold, Wilton; Kingdon, Danie; Reppert, Morison.

THURSDAY, 8:15, BUTTERFLY. Farrar, Formia; Grini, Scott; Fairbanks-Morison.

FRIDAY, 8:15, LA BOHEME. Borl, Roselle; Grini, Scott; Fairbanks-Morison.

SAT., at 2, DON CARLOS. Ponnelle, Gordon; Grini, Scott; Fairbanks-Morison.

SAT., 7:45, Pop. Prices, PRIESTAN, Matzenauer, Telva; Sembach, Whitehill, Hagan-Bolanay; Reppert, Morison.

MON., at 8, ZAZA. Farrar, Howard; Grini, Scott; Fairbanks-Morison.

WED., at 8:15, LOUISE. Farrar, Beret; Harold, Wilton; Kingdon, Danie; Reppert, Morison.

THURSDAY, 8:15, BUTTERFL